

## **Project Status of Bridges Rated in Poor or Worse Condition**

The single bridge rated in "Near Failure" condition is the Old Red Bank Road bridge over RailAmerica. This bridge is owned by RailAmerica. The bridge has been closed to vehicular traffic since 1997 and to pedestrian traffic since 2005. Duke Energy abandoned the gas main that is attached to the bridge in early 2007. The Department of Transportation and Engineering (DOTE) is working to have RailAmerica remove the bridge.

There are four bridges rated in "Serious" condition that are owned and maintained by either CSXT, Norfolk-Southern Railroad, or RailAmerica. The conditions of these four bridges have been called to the attention of their owners.

The single City (DOTE) bridge rated in "Poor" condition is the Waldvogel (Sixth Street) Viaduct. The Viaduct has been posted at 16 tons (40% of the legal load limit) since 1993. Structural repairs costing \$674,000 were made to the Waldvogel Viaduct in late 2006 and early 2007 to allow for continued safe use of the viaduct until its replacement. DOTE, through a directed consultant, is preparing plans to replace the Waldvogel Viaduct. Construction is scheduled to begin in 2011 following the relocation of railroad tracks which is scheduled for 2010. Additional information on the replacement project can be found in the Major Bridge Projects section of this website.

The three County bridges rated in "Poor" condition are the Kennedy Avenue Bridge over Conrail, the Marburg Avenue Bridge over Norfolk Southern Railroad, and the Western Hills Viaduct. Replacement plans for the Kennedy and Marburg Avenue Bridges are under development. Until funds are available, interim repairs will be implemented to keep the bridges in use. Planning has begun for either a major rehabilitation or the replacement of the Western Hills Viaduct. Additional information on the Western Hills Viaduct can be found in the Major Bridge Projects section of this website.

The remaining eighteen bridges that are rated in "Poor" condition are owned and maintained by either the railroads, other private owners or in the case of the Central Parkway Pedestrian Bridge at Music Hall, by another City agency. The conditions of these bridges have been called to the attention of their respective owners.